

## **PERFORMANCE WORK STATEMENT CANADAIR CRJ-700 PILOT TRAINING**

If the contractor's FAA approved program contains less than the minimum required hours of the purchase order, the contractor is required to supplement their approved program with additional ground school/training device/flight training, as appropriate, to the minimum required hours. Such additional training should cover systems/procedures or be otherwise directly related to the successful completion of the type rating/proficiency check. The contractor is requested, within the limits of their approved program, to substitute training directly related to the successful completion of the type rating/proficiency check rather than company specific training such as employee/customer relations, filling out company forms, evacuation training, company communications, or other items not directly related to the completion of the type rating/proficiency check.

**Some FAA pilot/inspectors attending Canadair CRJ-700 Recurrent Training will have received previous training in Canadair CL-65 series airplanes and will not have received Canadair CRJ-700 Differences Training prior to attendance of this course. The contractor is required to supplement their recurrent training program with sufficient differences training to allow for completion of Canadair CRJ-700 Recurrent Training without prior differences training.**

**WHEN RESPONDING TO THIS SOLICITATION, THE CONTRACTOR IS REQUIRED TO SUBMIT A COPY OF THEIR FAA APPROVED TRAINING PROGRAM, ALONG WITH PROPOSED SUPPLEMENTAL ADDITIONS/CHANGES. THE APPROVED PROGRAM SUBMITTED MUST INCLUDE A COURSE SYLLABUS, INCLUDING PROPOSED ADDITIONS/CHANGES, IN SUFFICIENT DETAIL TO DETERMINE COMPLIANCE WITH THE MINIMUM HOURLY REQUIREMENTS OF THE SOLICITATION.**

**ADDITIONALLY, IF THE CONTRACTOR DOES NOT OWN THE SIMULATOR EQUIPMENT NEEDED TO PERFORM THE REQUIREMENTS OF THIS CONTRACT, THEY MUST SUBMIT DOCUMENTED CONFIRMATION OF A LEASE AGREEMENT FOR SUCH EQUIPMENT THAT COVERS THE ENTIRE TERM, (3 YEARS), OF THIS CONTRACT.**

**Training of FAA pilot/inspectors is not to be conducted between the hours of midnight and 6:00 a.m., including flight pre/post briefings.** A maximum of four hours flight instruction per day or eight hours of ground school per day per inspector is permitted. To maintain maximum continuity between training sessions, the contractor is requested to minimize the switching of flight instructors.

It should be noted that the minimum required simulator flight times are per pilot/inspector in the Captains position (Left Seat). For example, during training, a requirement of 12 hours simulator flight time per pilot/inspector would mean a total of 24 hours of simulator flight time required for a two pilot/inspector class.

FAA personnel are usually performing other job functions prior to assignment to training

and normally do not have time to devote to pre-course study. Additionally, due to circumstances beyond the control of the FAA or the pilot/inspector, a pilot/inspector may be assigned to training with short notice. If the contractor's approved program requires pre-course study prior to the trainee's arrival at the contractor's training facility, the contractor is required to supplement their approved course to allow for required pre-course study to be accomplished at the contractor's facility after the pilot/inspector's arrival. Such ground instruction must either be classroom or computer based training.

FAA personnel do not ordinarily operate the aircraft in which they are rated on a regular basis. Accordingly, it is necessary that they receive the most complete review possible when attending recurrent training. If the contractor's approved program allows for a partial review of systems and procedures during successive recurrent training periods, it is required that the contractor supplement their approved program to achieve a complete review for FAA pilot/inspectors during each recurrent course.